MINUTES OFFICIALS SEE THE LONG DIS

TANCE TUBE PUT IN OPERATION Underground rapid transit for people is still in the future on Manhattan Island, but underground rapid transit for mails is already an accomplished act. It has, in truth, been such since the opening of the postal tube circuit to Station P, at the Prod-That circuit has uce Exchange, last October. been in regular operation for sixteen hours a day, and has carried the great bulk of the mail beween the General Postoffice and the lower end of

Another demonstration of the workings of the tubular method of dispatching mails was furnished vesterday afternoon, when the new circuit between the general office and Station H, in the Grand Central Palace, at Lexington-ave, and Forty-fourth-st., was opened. This is the first time in the world that long-distance circuit with a tube eight inches in lameter has been attempted. The experiment showed that mails can be sent through these tubes for a distance of three and a half miles without any difficulty. The entire length of this circuit is seven miles, and the actual time taken by a carrier to travel through that length of tube was found to be twelve and a half minutes.

The opening of the new circuit was witnessed by several hundred persons, many of whom gathered at the Postoffice about 3 p. m. and waited for the arrival of the delegation from Washington. The representatives of the two houses of Congress and several of the Federal departments came to New-York on a special train provided by the Pennsylvania Railroad Company. They left Washington at o'clock and reached Jersey City about 3 o'clock. The party consisted of Senator John L. Mitchell, of Wisconsin: Representatives Philip B. Low, of New-York; Charles G. Bennett and James R. Howe, of Brooklyn; George N. Southwick, of Albany; Walce M. Foote, jr., of Port Henry, N. Y.; R. B. Mahany, of Buffalo; Jacob H. Bromwell and John Lentz, of Ohio; Daniel Ermentrout, of Pennsyl-

vanta, Nicholas N. Cox. of Tennessee; Samuel M. Clark, of Iowa; L. F. Livingston, of Geor-ta, and Michael Griffin, of Wisconsin, W. Shallenberger, Second Assistant Postmaster-General: Captain James E. White, General Superntendent of the Railway Mail Service; F. Palmer, Public Printer; ex-Senator M. C. Butler, George O. Glavis, Myron M. Parker, ex-postmaster of Washington; Robert Finney, Captain S. C. Lemiy, of the Navy, and Thomas F. Swayze, representing the Treasury Department, in the absence of Secretary Gage, who was unable to accept the invitation to come to New-York.

Senator Mitchell is a member of the Senate Committee on Postoffices, and Mesers, Foots, Bromwell. Ermentrout and Clark are members of the corresponding committee of the House.

A number of Philadelphians were also invited to timess the opening of the new postal tube, and several of them came over on the special train Those invited were ex-Governor Robert E. Patlison, ex-Postmaster John Field, ex-Mayor Edward Stuart, William H. Clark, cashier of the Quaker City National Bank; Samuel H. Cramp. Major William H. Lambert, J. T. Harrop, William J. Kelly, president of the Pneumatic Transit Com-pany, and John K. Gittens, jr., treasurer of the

Among those who assembled in the office of Post-Van Cott, in addition to the Postmaster himself, were Francis H. Wilson, postmaster of Brooklyn; Silas B. Dutcher, R. Ross Appleton, William Cullen Bryant, ex-Fire Commissioner of Brooklyn, and Murat Halstead. Among the postffice officials on hand were Assistant Postmaster Morgan. A. B. Maze, superintendent of mails, and Victor J. Bradley, superintendent of the Railway Mail Service for this district.

RED. WHITE AND BLUE TUBES.

At 2:15 o'clock, on the announcement of the arrival of the visitors from out of town, the men gathered in the Postmaster's office formed in line and started downstairs to the room from which the mail tubes start. This is at the Mail-st, end of building, on the ground floor. On entering this om the spectators noticed that the tube running

the Produce Exchange and the apparatus con-cted with it are painted red; further toward the Broadway side of the building is the beginning of the tube which is to run to Breoklyn, which is painted white, and still further west are the he ginning and terminus of the new circuit, running uptown on the East Side, and this is painted a

rich dark blue. The visitors, under the guidance of John E. Milholland, who, in company with Colonel John C. Calhoun, had met them on their arrival in the city. not before seen it in operation. count of the relative shortness of this circuieasy to see a carrier shot off on its way downtown also to witness its return in the course of a and also to witness its return in the course of a few minutes. A number of carriers were sent on their way, some containing the regular mail and others the cards of some of the spectators. The men who put their cards in one of the carriers, and held their watches in their hands, found the cards handed back to them in three minutes, having in that time made a journey of a full mile and a haif, and been taken out at the Produce Exchange station, stamped and returned to the carrier.

There was no novelty in this to the men who had previously observed the successful working of the postal tube system, but all pressed around the transmitting and receiving apparatus and listened with interest to the explanations offered by Mr. lland. After a few minutes the president of the Tubular Dispatch Company invited the people we on to the blue tube. On their way they noticed particularly the white one, bearing the word "Brooklyn," and many expressions of regret at the delay in completing the circuit across the Bridge were heard.

S. B. DUTCHER PULLS THE LEVER.

While mail of all kinds, with the exception of while mail of all killed, while the carriers, is sent to and from the Produce Exchange, in the experiments on the blue tube yesterday only secand-class mall matter-that is, newspapers and the like-was placed in the carriers. The first of the carriers were put in position at exactly \$:30 o'clock, and Silas B. Dutcher, president of the Hamilton Trust Company, in Brooklyn, was invited to pull the lever. The dispatching of a mail-carrier is an ex-ceedingly simple operation, and Mr. Dutcher scarcely realized what he was doing before the first car-rier was a quarter of a mile on its long and mysterious journey.

In seven minutes and a half a message was received from the Grand Central Palace, announcing that the carrier had reached that place. The actual time of its trip was a little less than seven minutes. Before it had gone a quarter of the distance a second carrier was dispatched after it, the lever second carried this time by ex-Postmaster Field, of Philadelphia. The third man at the lever was Assistant Postmaster-General Shallenberger, who was followed in turn by ex-Commissioner Bryant, of Brooklyn, Congressman Livingston, of Georgia, and Superintendent White of the Railway Mail

Other carriers continued to be sent, at short intervals, and in the mean time President Milholland explained to the company that they were witnessing what many eminent engineers, especially in Europe, had for years declared to be impossible -namely, the sending of carriers by pneumatic power through tubes eight inches in diameter, over

a distance of nearly four miles. BIG TUBES AND LITTLE ONES.

A little later he gave an illustration of the prog-ress made in the development of pneumatic tubes during the last twenty-five years. He held up for general inspection the carriers used in cities like London, Paris and Berlin, where tube systems have been in use for a number of years, but on a small compared with what is now being done in New-York and Boston, to say nothing of Philadelphia, where a tube six inches in diameter has been for the last six years. The European car riers were seen to be small, felt-covered affairs, the larger three inches in diameter, outside meastrement, and the smaller about half that size. By the side of the eight-inch carrier in use here, they appeared insignificant. Mr. Mitholland explained that in the opinion of Mr. Batcheller, the inventor of the system in use here, the practical finit of the size of these tubes was twelve inches, and said that in Washington it was expected to introduce tubes of that size. He also said that the pressure to the square inch in the ried tube was six pounds, while in the blue one it was twelve pounds. In conclusion, turning to Mr. Shellenberger, Mr. Milholland said: urement, and the smaller about half that size

sion, turning to an assume server a summand said:
"Now, in behalf of the company. I turn these tubes over to the inspection of the Government."

Mr. Shallenberger expressed himself as well satisfied with what he had seen, and there were many signs of approval from others present and within hearing distance of the two. Mr. Milholland then led the way downstairs to a big room in the northwestern corner of the building, where the compressors of the company are situated. These are next and well-polished pieces of machinery. The room in which the compressors are has not yet

QUICK TRANSIT FOR MAILS.

been fully fitted up, as to the walls and floor, but the machinery is all in spick and span order. After leaving the Postoffice the visitors and local spectators were taken uplown on a Broadway cable-car, and went to Station H, where the other cable-car, and went to Station H, where the other cable-car, and went to Station H, where the other cable-car, and went to Station H, where the other cable-car, and went to Station H, where the other cable-car, and went to Station H, where the other cable-car, and went to Station H, where the other cable-car, and went to Station H, where the other cable-car, and went to Station H, where the other cable-car, and went to Station H, where the other cable-car, and went to Station H, where the other cable-car, and went to Station H, where the other cable-car, and went to Station H, where the other cable-car, and went to Station H, where the other cable-car, and went to Station H, where the other cable-car, and went to Station H, where the other cable-car, and went to Station H, where the other cable-car, and went to Station H, where the other cable-car, and went to Station H. The special cable-

SAVING IN TIME THE MAIN THING. In the course of the journey Mr. Milholland and his associates in the Tubular Dispatch Company were plied with questions regarding the new method of sending mails. In reply Mr. Milholland method of sending mails. In reply Mr. Milholland explained that the company has never made any presence of competing with horses and wagons in the carrying of mails, so far as cost was concerned. He pointed out that a plant to carry the mails around the city by means of horses and wagons could probably be provided for \$50,000 or \$60,000, while to lay down a general system of tubes would involve an outlay of ten times as much. What the company maintained was that there would be a great saving in the time of transmission, and that thus the revenue of the Government from the mail service would be vastly increased.

ment from the mail service would be vastly increased.

The main thing to consider, he added, was the rapidity of transmission of first-class mail matter, although it had already been demonstrated that newspapers and the like could also be sent through the tubes—in fact, anything not too big to be put into one of them.

"It is possible," said he, "to send our carriers through the tubes on a headway of six seconds. Each carrier will hold six hundred letters. This means that six thousand letters can be transmitted in a minute, three hundred and sixty thousand in an hour, and not less than eight million in twenty-four hours. Now, I am informed that the average number of letters handled in the Post-office in this city is about seven hundred thousand a day."

office in this city is about seven minded.

a day."

Mr. Milholiand appealed to some of the Postoffice officials for confirmation of his statement, and it was promptly furnished.

"Then." he went on, "If the tube runs only sixteen hours a day, and a headway of as much as ten or twelve seconds is maintained, we should still be able to carry four or five times as n any letters as there are to be handled at present. As I look at the matter, the Postoffice Department has not yet adjusted itself to the new conditions which the pneumatic system has introduced. With the tubes it is practically impossible for letters, to lie in the main and branch offices, but they are kept on the move all the time, and that, as I understand it, is what the postoffice people are constantly aiming at." A DINNER AT THE HOTEL MANHATTAN.

At the Hotel Manhattan last evening the Washington officials and a number of other guests were entertained at dinner by Congressman James J. Belden, of Syracuse. The dinner was served in the Green Room on the second floor, which was handsomely decorated with flags, while the table was adorned with vases of red roses. In addition to those mentioned in the early part of this article, those mentioned in the early part of this article, there were present Congressman Hurley, of Brooklyn: Colonel Henry W. Sackett, B. C. Batcheller, the inventor of the apparatus used by the Tubular Dispatch Company: Selden Bacon, the Rev. Dr. J. B. Wasson, Alexander McNeill, ex-Mayor David A. Boody of Brooklyn Charles Fairchild, L. H. Jerome, Congressman John H. Ketcham, of the Dutchess-Putnam District: James McNaught and Alfred Sully.

Boody of Brooklyn Charles Fairchio. 1. Jerome. Congressman John H. Ketcham, of the Dutchess-Putnam District: James McNaught and Alfred Sully.

Ex-Senator Butler presided and called up a number of speakers with a fund of dry humor that kept her of speakers with a fund of dry humor that kept all present in the best of humor walle they sipped their coffee and made the air blue with eigar smoke. Most of the speeches were in a light and humorous vein. Second Assistant Postmaster-General Shallenberger, however, in his remarks, took a serious turn and answered some of the attacks which have recently been made on the Tubular Dispatch Company and its alleged plans for "horing a hole in the United States Treasury." He said that the Post-office Department had dealt with the question of pneumatic transmission of mails solely on a basis of justice and right, and had favored it only so far as it would welcome any new and progressive development of science as applied to the transmission of mails or merchandiae. The age, he said, demanded rapid transit of the mails. The Department had tardily followed private enterprise in the matter. It welcomed the widest publicity and criticism that could possibly come to the acts of officials and legislators in this matter. The Department was ready to deal with the Tubular Dispatch Company or any other company in the United States, so far as doing so was justified by public necessity and public convenience. The preumatic tube had come to stay, like every other great invention, and there was not a hamlet in the United States that would not be benefited by a general system of pneumatic tubes in New-York, because it would receive its mails from twelve to thirty-six hours earlier by means of this improvement. Mr. Shallenberger was heartly applauded when he resumed his seat.

The first man called on to speak was Congressman Mahany, of Buffalo, who referred, at first his mouncies and degrading libed on Congress, and then appoint and appropriation for the possai tube service. He was followed by C

pany, St. Call McKelway, Editor of the Brook-lyn Eagle. and others.

In addition to the sending of regular mail matter through the tubes, there were transmitted packages of drygoods furnished by Rogers, Peet & Co., and other well-known firms, and, perhaps most inter-esting of all, some bottles of champagne from the stock of Frederick De Bary & Co.

THEIR REMOVAL ASKED FOR.

A MOVEMENT AGAINST THOMAS ROGERS AND WILLIAM CAULDWELL TRUSTEES OF THE JASON ROGERS ESTATE.

An application was made yesterday by Mary Westerfield and Flora E. Rogers to Surrogate Theodore H. Silkman, of Westchester County, for the removal of Thomas Rogers and William Cauldwell as trustees under the will of Jason Rogers. The petitioners state that Jason Rogers, the head of the Rogers lecomotive works, died in Morrisania, in August, 1868, and his will was admitted to probate distributing more than \$1,000,000. The petitioners are interested in the estate in

The petitioners are interested in the estate in that they are severally entitled for the period of their respective lives to two-thirds of the income of the general residuary estate, which now remains in the hands of the trustees. They charge that the trustees, Thomas Rogers and William Cauldwell, have wasted and improperly applied the moneys and other properties in their charge, and have been guilty of misconduct in the execution

well, have wisted and improperty appared in moneys and other properties in their charge, and have been guilty of misconduct in the execution of their trust.

They assert that at various times William Cauldwell withdrew from the several trusts and estates moneys and properties belonging to them, and applied and appropriated the same to his own use, and that Thomas Rogers aided and abetted Cauldwell in concealing from the netitioners the withdrawals and misappropriations of moneys and property. These amount to about \$250,000.

The petition was based on a decision made by Surrogate Silkman in the matter of the account alluded to, wherein he decides that the trusts are entitled to the security of all the properties conveyed to the trustees by William Cauldwell, to make good the amounts wherewith the trustees are personally chargeable, and that all of the properties should be sold by the trustees and the net proceeds of such saises applied to the payment to the trusts of all sums wherewith the trustees shall be personally charged and any deficiency of the net proceeds to pay in full the sums last mentioned shall remain a personal charge against each of the trustees.

THE OSBORNE WILL CASE

The Appellate Division of the Supreme Court esterday handed down four decisions in the litigation over the will of Miriam A. Osborne, the mother of Howell Osborne. Mrs. Osborne died in 1891, leaving a will. Her sisters, Mrs. Henriques 1891, leaving a will. Her sisters, Mrs. Henriques and Mrs. Mason, began a suit in January, 1896, as Mrs. Osborne's heirs-at-law, seeking to set aside her will. Howell Osborne, who was Mrs. Osborne's only child, survived her for four years. The Appellate Division now holds that he, and not Mrs. Osborne's sisters, was her heir-at-law, an dthat, even if her will was void, her property would descend to him, and that, as he left a will which was duly admitted to probate, and as the validity of the probate of his will was subsequently established by a judgment of the Supreme Court, and as his will excludes the plaintiffs from any share in his estate, the sisters had no interest in her estate which would enable them to attack Mrs. Osborne's will.

A. A. U. COMMITTEES APPOINTED. James E. Sullivan, president of the Metropolitan Amateur Athletic Union, yeserday appointed the following standing committ

for 1898:

Public Gymnasiums—J. J. Frawley, chairman, Knickerbocker Athietic Club; Thomas Kane, J. P. Boyle, John Stell and J. J. Dixon.

Finance—W. J. Linihan, chairman, No. 86 Washington-ave, Newark; T. F. O'Brien, J. Lippert, A. J. Powers and M. H. Murphy.

Club Investigation—John Stell, chairman, No. 193 Bushwick-ave, Brooklyn, T. J. Creamer, W. R. Quick, G. B. M. Shurts and G. Flüggerald.

Track and Fleid—F. W. Rublen, chairman, St. George's Athletic Club; J. J. Dooling, T. H. Sweney, H. Obertubersing and B. S. Weeks.

Boxing and Wrestling—J. P. Boyle, chairman, No. 822 East Fifty-ninth-st., Thomas Kane, J. J. Frawley, John J. Dixon and John Stell.

THEODORE B. STARR, 206 Fifth Avenue.

Goldsmith, Silversmith and Jeweler, Diamond Merchant and Dealer in Precious Stones, Solid Silver, Fine Porcelains and Bronzes.

FIRE FIGHTERS' BUSY NIGHT.

Continued from First Page

An ambulance was called from Hudson Street Hospital, and his wounds were dressed. He returned bravely to his work.

The Murray stationery store occupied a small frontage adjoining the Derby Desk Company, in Nassau-st., and it has little, if anything, left. The upper part of the destroyed building was occupied by lawyers and by the offices of several manufacturing concerns.

Assemblyman Julius Harburger occupied a suite of rooms on the second floor of the Annst, portion of the building. He lost everything, and his library is said to have been a valuable one. Assistant Corporation Counsel Lesser had an office near him, and he, too, was burned out completely. The National Advertising Company. Smith & Hass, Sanders & Rosenstein, Johnson & Balley, publishers; Simonson & Hudson, brokers, and the Hannaway Company, publishers, were also burned out.

The large Ann-st. show window of Cohen & Co., tailors, was destroyed by the bursting of a hose, and a large display of goods was ruined. GOOD WORK BY POLICE RESERVES.

Sergeant Lindeman, of the Oak-st, station, who is in command in the absence of Captain Vredenburg, was on hand early with one hundred policemen, and they did excellent work in repressing the turbulent crowd and keeping the streets free for the firemen. The entire reserve forces of the Old Slip and Oak-st, stations were called out. When the "two nines" were sent out Inspector Cross hurried to the scene and called out all reserves below Fourteenth-st.

It was said that there were three other women in the building and that they were helped out by Fireman Edward Green, of Hook and Ladder Company No. 12. The janitor, Smith, did not know of any such women, and if they were in the building he certainly would have been aware of their presence, as he hired the help. J. L. Weinberg, a lawyer whose office was on the fifth floor, was caught in the building by the was at work in his office later than usual, and when he heard the cries of fire he took his hat and coat and hurriedly ran to get out by the stairs on Nassau-st. At the fifth floor he found himself blocked, and had to return to the roof. He succeeded in getting to the roof of the building at No. 47 Ann-st., and thence to the

The window-frames of the Bennett Building, at the southwest corner of Nassau and Ann sts., caught fire several times, but the flames were extinguished by the firemen and the employes in the building. The scaffolding at the new Syndicate Building, in Park Row, was ignited several times, and once the woodwork on the twenty-fourth floor was blazing. The firemen and several of the men employed by the contractors who are building the structure, and who hurried to the place when they heard of the fire, kept the flames under control.

AN ESTIMATE OF THE LOSS

The loss is estimated at half a million dollars. The larger share of this will be borne by the Morton interests, though it is said they are well insured in the Globe, London and Liverpool companies. The Derby Desk Company, Maduro Brothers and the stationery store mentioned are the next heaviest losers. Just what their FOR WOMEN loss is could not be learned.

The Internal Revenue Department had offices on the third floor of the Nassau Chamb Building. Stamps which would have been sold for \$100,000 were in the offices, and all were lost. The offices in the Vanderbilt Building. Beekman and Nassau sts., from the eighth to the fourteenth floor, were all more or less dam-

aged by smoke.

The janitor of No. 113 Nassau-st., Henry Sears, his wife and mother-in-law, were ordered Sears, his wife and mother-in-law, were ordered by the firemen to quit their building. It is just across from the Nassau Chambers, and the narrowness of the street made their situation

and sustained no loss. The two buildings north of the Nassau Chambers were considerably damaged by the fire and smoke.

Smith, the janitor of the Nassau Chambers, says the building was valued by his employer at \$600,000. In this case the total loss will be close to \$1,000,000.

The "simultaneous call," or "two vices."

"simultaneous call," or "two nines," as it The "simultaneous call, or two niess, as it is better known among the firemen, was last sent in on the night of November 5, 1895, Election night. The Empire State Bank Building at Bleeckerst, and Broadway, was the scene of the fire. Last night the "simultaneous call"

the fire. Last night the "simultaneous call brought out thirty-five engines, ten hook and ladder trucks, three water towers, five companies of the Fire Patrol, nineteen battalion chiefs and three hundred firemen.

The Nassau Chambers is the same building in which the mysterious killing of Martha Fuller, a pretty stenographer, happened on March 17, 1894. She was found shot dead in the office where she was employed, and the mystery was never cleared up. There were some arrests in the oracle but after a few days' detention the never cleared up. There were some arrests in the case, but after a few days' detention the prisoners were released.

BURNING OF THE ATALANTA CASINO. Opposite the Manhattan Field, the block bounded by One-hundred-and-fifty-fifth and One-hundred-and-fifty-fourth sts. and Eighth and Bradhurst aves. was swept by a fierce fire last night, which consumed most of the buildings which covered over half the block, and did damage which is estimated at \$86,000. Starting from the One-hundred-and-fifty-fifth-st corner the three-story frame structure of Sauer's Atalanta Casino, fronted for fifty feet on Eighthave., running back a hundred feet. Next on the south was the three-story frame hotel of John J. Troy, the former baseball player, which had a fifty-foot frontage, and after that came two fivestory flathouses.

On One-hundred-and-fifty-fifth-st boolde On One-hundred-and-fity-fitth-st, beside the Casino, was the three-story frame building attached to the quarters of the Polo Athletic Club. The quarters back of it were one hundred feet deep, with a roof that rose forty feet above the ground. Beside it stood the frame structures of

ground. Beside it stood the frame structures of Kessell's summer garden.

Major Sauer is a member of the Arion Society, and as he was going to the society's ball last night he had his daughter, Mrs. Dobbs, come from Bridgeport, and at 6:30 o'clock last evening she, with her sister, Miss Gertle Sauer, was preparing for the ball. They were in a front room of the Sauer house when Mrs. Dobbs realisted. "Where is the speaks conting from the stroke conting from th front room of the Sauer house when Mrs. Dobbs exclaimed, "Where is the smoke coming from?" She went into a rear room and screamed when she saw a window-curtain burning. Major Sauer and his manager, John Richm, rushed into the room, and the latter tore down the blazing curtain, severely burning his hands. "There," said he, "that settles the fire." He had scarcely spoken when a great tongue of fiame burst from a closet right beside him, and a sheet of fire shot past a window at the rear of the room.

The women screamed and leaving their ball

dresses and jewelry spread out in the front room, literally fell down the stairs. Sauer and

The Manamater Stora

Object Lessons in Millinery Designing



HERE is Paris! Here's the very pick of Paris! Here are seventy-five Spring Hats, which are less than two weeks from Paris. They are the nobility and aristocracy of hats, bearing the proudest names known to the millinery world:such names as Mangin-Maurice, Heitz-Boyer, Virot, Rebeaux, Lewis,—and others of that ilk. They are selected masterpieces of the millinery style-makers of the world, fresh from the Rue Royale and the Place Vendome, brought here for the guidance of our own millinery force.

Most of them are Street and Carriage Hats. There are many Mourning Bonnets by Mangin-Maurice among them. So new, so fresh, so advanced are they, that Paris itself knows

less of them than will New York to-day.

They are here for your instruction and education, if you wish, -object lessons in Spring styles. If you wish them for wear, we will sell them. Their prices will be less than it cost us to land them, - we credit you with what they have given us in inspiration and knowledge. Millinery Parlors, Second floor,

Tenth street. Valentines. The Book Store overflows with tenderness and sentiment. And never did tenderer sentiment cost fewer cents. These pretty missives are not of the commonplace kind, with rhymes that ring the changes on heart and dart, and love and dove, and flower and bower. They are bright and pretty and

and say them quaintly, delicately, ingenuously, timidly, boldly, -- any way you wish them to talk. Thousands and thousands of them, but selling by thousands, too. There'll not be

new and novel, with verses that say things,

many left to-night. 2c. to \$8.

House-Cleaning in the For Men-Clothing Store brings Overcoats, Suits to the counters for quick and Trousers. removal a lot of overcoats, suits and trousers. That their company is undesirable is rather strongly hinted | ments in Velour and Astrachan, at in the way prices have been reduced. Undesirable only because incomplete in assortment and in the way of new goods. lust as valuable to you, however, as when first placed on sale.

BLUE OR BLACK KERSEY OVERCOATS \$8,50, were \$10 and \$12.

At \$10, were \$15. At \$12, were \$18.

All the better grades have prices reduced in same pro-MEN'S SUITS

At \$10-About 55, in plain or fancy cheviots, size 38 to 46. Were \$18.50 to \$20. MEN'S TROUSERS At \$4—A chance for just 300 men. Fine Worsted Trousers. Very neat patterns. Regular \$6 quality.

THE Shoe Store's a busy Bulletin from the Shoe Store. place, and humming with good news all the time. There's a new story for every day, though it's always to the same effect;better shoes for less money. There are five chapters to the story for to-day:-

147 pairs tan calf, welted lare shoes; bull-dog toes, usual \$8 shoes; sizes 6, 61/2 and 7, and a few nar-

One Dollar.

One Dollar.

312 pairs of a regular \$3 line have dropped into the group from which more than 3,000 pairs were sold within a few weeks. None of these are less than \$8 grades-most of them \$4 quality. All

Two Dollars.

Eight different lines of our regular \$4 and \$5 shoes are to be moved to make space for the tan goods soon | (golf cutfl to be here. Latest toe shapes and in all sizes and at \$2.50.

Three Dollars.

Another Crash in Jackets

THERE are only seventy-five in the whole lot, and the first seventyfive people who see them, will buy theni, if they can find the least excuse for jacket-getting, for these are values impossible to resist.

Fifty of them are of black Kersey, black taffeta lined, fly-front and notch collar very handsomely trim-

Twenty-five of them are of Kersey and Velour, loose, fly-front, blouse and tight-fitting fronts, all handsomely silk or satin lined.

Values run up to \$35. Two of the coats in this lot are superb garworth \$75.

Your Choice for \$10.

They'll be gone before night, and the rich pickings will be had before noon.

One Dollar and Forty Cents.

Leggings-Cloth, Corduroy, Jersey and Velvet-colors, black, blue, brown, green and gray for

Cravenette and Storm Serge, in black, brown and blue for women Prices vesterday were \$1 to \$2 a pair. Choice of any to-day for

Fifty Cents.

HERE'S the offer in a dozen A Sale of words, and it's one which Bicycle Suits. you will not be likely to get again h ; season.

850 well cut, well made, well fitting Bicycle Suits at \$3.75. There you are; -now come in and get

your share. The price would be a low one for even the cheap, flimsy, "factory-made" wear well, the figure is very close to phe- a half grades. None is worth less than a nomenal. The actual values, based on usual retail prices, run up to \$7.50. The trousers all have golf cuffs.

Be warned:--If it's a fair day to-day, they'll all go before night.

With them, 250 pairs of Bicycle Trousers, (golf cuffs), mostly of the five dollar kind,

And 1,200 Bicycle Caps. 50c. and 75c. kind, at 25c. each.

198 pairs winter russet spring heel shoes, sizes 11 to 2, for small boys and girls. Long suffering shoes that bear abuse patiently and never a pinch in region results all previous experiences. Now to break records for the fourth time:-1,500 all colored Madras and Percale Shirts, also with white bodies and madras bosom

Dollar kind, for 50c. each. 2,000 Madras and percale Shirts, in a really fine lot of

Dollar and a Half kind, for 75c. And finally, all that are left of the white shirts we told about last week,—the kind which would cost

you \$1.50 if made for you,

75c. each. Sizes 1814, 14, 1814, 17, 1714, 18 and 1814.

Dollar Gloves- Men's, Women's and 50c. a Pair. for each. An astonishing sale as you'll admit when you see the

qualities we tell about. We call them dollar gloves. That's a 200 pairs button boots, cloth tops, kidskin vamps with patent leather tips; oak leather soles, weited and stitched. All sizes, AA to E width.

for even the cheap, flimsy, "factory-made half-cotton suits. For these, which are in firm, strong, handsome, stylish materials, could not buy under other circumstances." and put together to look well, fit well and for less than \$1.25, and some are dollar and

> dollar. Taus, Modes, Grays, Browns, Black and White, for Tans, Modes, Browns, Ox-blood and Navy Blue, for

Pearl and White, two-button and two-clasp, fo All Sizes,--Fifty Cents a Pair.

The entire main aisle will be devoted to

IN THE CYCLING WORLD.

NATIONAL BOARD OF TRADE TO MEET LATE

THIS MONTH-DEALERS GETTING READY

FOR BICYCLE DAY.

It was expected that the directors of the Na-

tional Board of Trade would have their meeting

this week, but it now appears that the meeting will not be held until the latter part of the month.

This will make it impossible for the directors to

take any official action regarding the plan to cele-

brate February 22 as Bicycle Day. Still, most of

the leading manufacturers have come out openly

in favor of the plan, and its success seems as-

sured. "The plan is an excellent one," said R. L.

JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, 4th ave., 9th and 10th sts.

sell's buildings, and were eating their way with I sell's buildings, and were eating their way with great rapidity toward Troy's Hotel. Chief Short arrived in a few minutes, and after a hasty giance over the scene, decided that the only buildings that could be saved were the two flathouses in Elghth-ave. So he posted a hook and ladder company and an engine in the vacant lot beside them, and set two companies in front of them. By the time these companies settled down to work the flames had possession of the party wither building of the block.

of every other building of the block.

The block is peculiarly situated. On the Eighth-ave, side is the elevated road structure, and at the corner is the station where the road ends. Along the One-hundred-and-fifty-fifth-st, side extends the viaduct leading from Washington Heights to Macomb's Dam Bridge, the west, a block away, stretches the g bluff of Edgecombe-ave, sixty feet above level of the fireswept block.

LIKE A BURNING WELL.

In this way, virtually inclosed on three sides the block appeared to set deep in a hollow, and when the fire was at its height the thousands of speciators that thronged to these three sides looked into a burning well, where the fierce roar of flames, of falling roofs and steaming engines made a frightful sound. And over it all swept sheets of flame and showers of sparks. A company was stationed to look out for the

elevated road station, but it did not prevent the elevated road station, but it did not prevent the steps and the ticket offices from being con-sumed. Another company looked after the viaduct stairs which lead to the street, but could not save the walk of iron and stone and wood from being twisted into a shapeless mass by the great heat.

Lines of hose were stretched along the via-

Lines of hose were stretched along the via-duct, for it was hoped that the firemen could work to good advantage from this structure, which was directly over the fire. But the heat had wrought an unforeseen change in the via-duct walk. That is of asphalt, and when the fiames roared along the viaduct side the asphalt was softened so that the firemen sank in it, and for a time it looked as though some of them for a time it looked as though some of them would stick fast.

would stick fast.

The flames roared for three hours, and the
water poured upon them, seemed to have no
effect. At the end of that time all the buildeffect. At the end of that time all the build-ings were in ruins except the two flathouses, which had been saved, with every window broken and some damage by water. The dam-age to the elevated station is about \$1,000, and the same to the viaduct. The firemen were not able to determine just how the fire started. TWO NARROW ESCAPES.

The alarm of fire so shocked Mrs. Sauer that she fainted. The other members of the family on reaching the street missed her, and several

Boxing and Wrestling—J. P. Boyle, chairman, No. Most East Fifty-ninth-st. Thomas Kane, J. J. Frav-lev, J. Dom. Brockton Shoe Firm Assigns. In two minutes the house was like a furnace, with flames darting from every window and fiery tongues curling over the roof.

Brockton Shoe Firm Assigns. In two minutes the house was like a furnace, with flames darting from every window and fiery tongues curling over the roof.

Brockton Shoe Firm Assignment for the benefit of its creditors to-day to E. M. Low a paper-box manufacturer. The liabilities are believed to be about 5000, but no definile figures are given. The business has been conducted for thirty-eight years.

Brockton Shoe Firm Assignment for the benefit of its creditors to-day to E. M. Low a paper-box manufacturer. The liabilities are believed to be about 5000, but no definile figures are given. The business has been conducted for thirty-eight years. of the Major's servants volunteered to rescue

They had to carry Mrs. Sauer out. Soon after reaching a place of safety Mrs. Sauer became conscious, but she was hysterical from shock. Emil Sauer, a nephew of the proprietor of the Casino, also had a narrow escape from being burned to death in the building. At the time the fire started he was taking a nap on the first floor. He was aroused by Mrs. Sauer falling to the floor, and when he tried to escape he was almost overcome by the dense smoke and the flames. While he was trying to get out of the building Policeman Jeremiah Noonan, who had turned in the alarm of fire, smashed in a window on the first floor and helped Emil to the veranda and then to the street.

In the fire, Major Sauer's collection of war records was burned. The Major had been collecting these records for the last thirty years, and considered them to be exceedingly valuable debate, in the course of which President readers and exhibiting the same personal explanations, the amendment to the building for the payment of a salary of \$2.500 a year to the chairman of the Racing Board and that the other members shall be allowed such sums annually for the expenses of their offices as small be fixed or shall be approved by the National Assembly at any regular or special meeting, provided there are sufficient funds in the floar and helped Emil to the veranda and then to the street.

In the fire, Major Sauer's collection of war records was burned. The Major had been collecting these records for the last thirty years, and considered them to be exceedingly valuable documents. He also lost many mementos of the Civil War.

L. A. W. AMENDMENTS PASSED.

THE NATIONAL ASSEMBLY DECIDES THAT

THE NATIONAL ASSEMBLY DECIDES THAT PROFESSIONALS, TO BE ELIGIBLE FOR OPEN RACES, MUST BE REGISTERED.

St. Louis, Feb. 11.-The National Assembly of the League of American Wheelmen continued the consideration of the amendments at to-day's session. Several amendments contingent upon the admin istration of that for the admission of professionals to membership in the League, which was defeated yesterday, were indefinitely postponed. A number of amendments were passed upon with merely the

The first to excite any debate was one inserting a new section, to be called No. 9, in Article III. As adopted it reads: "No professional shall be sured. "The plan is an excellent one," said R. L. Coleman, of the Western Wheel Works, yesterday, "and I am sure that it will meet with the general approval that it deserves." Sidney B. Bowman, one of the most popular dealers in the city when seen yesterday said that opening day would be a great convenience for the riders of the wheel. "We shall do our part to make Bicycle Day of interest to the riders of the wheel," added Mr. Bowman. He has secured the academy, at No. 945 Eighthave, and he will arrange an interesting entertainment for his friends and customers. This will include an entertainment of some sort and refreshments. Most of the other uptown dealers are working on similar lines. eligible to try in any open race under the rules of the League of American Wheelmen unless he be registered by the National Racing Board."

Chairman Mott of the National Racing Board asked that he be permitted to charge professionals a registration fee of \$2. He desired to raise funds to enable him to pay each of the members of his Board a stated salary. A resolution was adopted providing that the registration of professionals shall be entirely under the rules to be made by the Racing Board, but that the fee charged each

year shall not exceed \$2. Thomas J. Keenan, jr., of Pittsburg, presented a resolution calling upon the National Government to make a demand on the Turkish Government for the prompt payment of \$40,000 indemnity for the murder of Frank E. Lenz, of Pittsburg, a member of the League of American Wheelmen, who lost his life in Turkey while on a tour of the world. The resolution, which spoke in highly compliment-

The bicycles belonging to Linton, the English rider, arrived in this city yesterday. They are all American-made wheels, and the Englishman

seems well satisfied with them. Linton does not believe in going South to train, and may decide to do his preliminary work at the Manhattan Beach It is said that there is to be a new track built at Boston, to be run in opposition to the Charles River track. It is also said that Thomas Eck will

take a string of American racing men to Europe, possibly including Bald and Kiser. Eck is now in Europe, shipping foreign riders to this country,

HOW ROYALTY TRAVELS.

It doesn't travel like the every-day American who uses the Pennsylvania Limited. The train is matchless in every feature, and supplies every want of the traveller, it leaves New-York every morning or Cincinnati, Chicago and St. Louis.